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Hongkong Daily Press.

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Hongkong, 10th June 1903.

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Proprietor.
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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Litch's P.O. Box, 33. Telephone No. 12

BIRTHS

On the 6th March, at "Scramble House," Sandakan, the wife of P. BERTAG, of a daughter.
On the 27th March, at Lahut Dato, the wife of A. ZAMBER, of a son.
On the 1st May, at "Inverloch," Scotts Road, Singapore, the wife of A. EMERIE BENZIE, of a daughter.
On the 2nd May, at Lucille Cottage, Bukit Timah, the wife of J. W. R. SCORR, of a son.

DEATH

On the 30th April, at Kranat Road, Singapore, Mrs. M. RYAN, aged 73 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12TH MAY, 1904

It is not often that Indian papers trouble themselves to comment on the affairs of Hongkong. Occasionally only do we remember seeing mention in the *Times of India*, one of the best known of them, of this Colony, and then it has generally been when our Bombay contemporary has chosen to refer, somewhat slightly, to the outcry made by Hongkong journals about the ravages of plague here. To Bombay our plague sufferings in the past have seemed slight, reckoned merely numerically and without regard to the effect on the trade of this port, one of the great clearing-houses of the world. However, just about a year ago, Mr. FRASER, the Editor of the *Times of India*, paid a visit—his second, we believe—to Hongkong and wrote for his journal a very able article on this Colony, in which he dwelt with insistence on the need of an European reservation for Hongkong. We see in one of the latest numbers of the *Times of India* an article entitled "A Lesson from Hongkong," in which the writer discusses our Peak Reservation Ordinance with the highest approval and holds it up for the emulation of Bombay. Our contemporary takes some credit for having stirred up public opinion in Hongkong on the subject last year. In justice

to ourselves we must point out that the question of an European reservation is one on which we have always taken a firm stand, and that it is hardly just for the *Times of India* to say in this connection that "what was everybody's business ended in being nobody's business in Hongkong." The case was rather that no attempt was made to reserve the Peak district until it was judged that this district was actually threatened. Previously there was an agitation in favour of an European reservation in Kowloon—for a less wealthy class of Europeans than those of the Peak, it will be understood—but there was a distinct feeling against this among the home authorities, and no reservation has been sanctioned. With regard to the Peak we still await the decision of Downing Street, not without hope, seeing that the local Government has lent its support to the petition and that the respectable Chinese have concurred in the wisdom of the measure. We are glad, however, to see that we have the support of the *Times of India*, the writers on which see in Bombay conditions at least analogous to those prevailing in Hongkong. They are able to recognise how imperative it is to the health of European residents in the tropics—and, in particular, European women and children—to live under conditions somewhat, even if remotely, resembling those of home, and not amid crowded Eastern surroundings. They recognise that it is not a matter of race at all, merely of health of the Europeans, who after all must be considered the backbone of the Colony, and whose predecessors from home, as the *Times of India* points out, sacrificed their lives in hundreds at a time when the risks of life in the tropics were less understood and guarded against than they are to-day. Is it too much to hope that the home authorities will be able to see facts as our Eastern neighbours see them and to admit that in our petition we have only asked for sanction to a measure which will secure the best interests of the Colony?

For the first four months of this year the total rainfall was 5.88 inches. In the corresponding period last year the total was 8.86 inches.

The death is announced of Mr. Alister R. Clarke, of the B. N. Borneo service, at Jesselton, on the 4th April, after a few days' illness of pneumonia.

Siam seems to have been favoured with the rains which are overdue here. The total fall for April at Bangkok was expected to show an unusual number of inches when the total for the month was made up.

An Allahabad telegram dated the 22nd April says:—It is understood that transports will shortly be taken up for the return of the troops from Somaliland, as the Home Government have decided that operations shall be closed next month.

In the typhoon which devastated Cap S. Jacques on the 2nd inst. a French soldier and a number of natives were drowned; considerable damage was done to the town. The residences of the Governor-General suffered considerably, and nearly all the European houses were inundated.

Mr. T. F. Carlisle, who has for many years been associated with the British Legation and Consulate at Bangkok, is leaving the Siamese capital. It has been resolved to establish a British Consulate at Hanoi, and it is understood that Mr. Carlisle will be the first British Consul at the port.

From the *Peking and Tientsin Times* we see that the Dallas Company's total receipts in Tientsin for seven nights were \$8,990, but on the last night a number of complimentary tickets were given to the guarantors and their friends. The Company only plays four nights in Shanghai.

The *Universal Gazette* now hears that since Viceroy Wei, of Nanking, refused to appoint an official to take charge of the improvement of the Whampoa with other foreign officials, he proposes now to ask the Senior Consul of Shanghai to inform the Consular Body, who in turn are to inform their respective Ministers at Peking, that China would undertake to obtain the necessary funds herself to carry out this work within a certain period. The *Gazette* remarks that the Viceroy's proposal is certainly preferable to carrying out the work jointly with foreign officials and partly with foreign capital.

Quite an exodus from the Colony took place on the C. P. Co. s.s. *Empress of Japan* yesterday. By it, among others, Mr. R. F. Johnston, up to now Acting Assistant Colonial Secretary and Clerk of Councils, left to take up the post of Secretary to the Commissioner of Weihaiwei. Mr. Johnston, in his comparatively brief career here, has proved himself a man of exceptional ability, and has been honoured with the esteem of a Governor and two Acting Governors—no small tribute to his merits. It is to be hoped that he is not lost to the Colony permanently.—There also left, on a year's holiday, Mr. D. E. Brown, local Superintendent of the C. P. Co., who intends to spend some time in Canada. A number of other residents departed by the same boat on short holidays.

Harmon's Circus was to arrive in Singapore yesterday.

Mr. W. A. Carlson has been promoted to the substantive appointment of Harbour Master at Shanghai.

Four more fatal Chinese plague cases were reported yesterday, two bodies being found, one at Yau-mai, and the other in Hospital Road.

The services in St. John's Cathedral to-day (Ascension Day) will be as follows:—Holy Communion, 8 a.m.; Matins and Holy Communion, 11 a.m.

We received yesterday some copies of the *San Francisco Chronicle* and *Call* for December, which apparently were despatched by some sailing-ship. They must have done a smart voyage across the Pacific.

A special cablegram to the *Englishman*, dated London, 26th April, says:—The tea trade considers that the refusal to increase the duty on coffee and cocoa intensifies the injustice of taxing tea. The opposition to the tea tax is growing and a close division is expected.

The latest Shanghai papers record the death of two well-known residents of the port on the same day. Mr. Rufus F. Eastlake died suddenly on the 5th inst. from heart disease. Mr. Edmund H. Gure Booth, who of late years has carried on business as a bill and bullion broker, died the same date. Both Mr. Eastlake and Mr. Booth could claim more than forty years' residence in China. The death of Mr. I. E. Avery, formerly U. S. Vice Consul-General at Shanghai, is also chronicled. He died in North Carolina.

Though the imposition of the war tax a few years ago in England proved a great stimulus to the China tea trade, Ceylon tea-merchants express the opinion that the increased duty of 2d. per lb. might tend to keep China teas out of the British market. We cannot follow the reasoning. With an eight-penny duty it will probably be impossible to get the shilling packet any more, but we are inclined to endorse the opinion of a Ceylon merchant who says the increased duty will lead to a greater run on cheap teas, "and that might let in more Chinas."

The *Siam Observer* understands that an action has been entered at the British Consulate, Bangkok, against Mr. Thomas Jones, Agent of the Chartered Bank, for 3,000 teals damages for alleged malicious prosecution, by Chua Hok Chong, the ledger-clerk. It will be remembered that about the 25th March Chua Hok Chong was arrested on a charge alleging the forging and uttering of a cheque for 12,000 teals, but, after being remanded in custody several times and then liberated on his own recognisances, the charges were not sustained by the evidence adduced by the prosecution and accordingly were dismissed.

We take the following telegram and footnote from the *N. C. Daily News*:—"Kobe, 5th May. Mr. A. W. Curtis, Editor of the *Kobe Herald*, has been fined. The prosecution was the result of a statement in his leading article on the 27th ult., that the squadron in the Sea of Japan had left China in the week before. He has appealed." The following was the offending paragraph, but no offence could well be slighter: "Vice-Admiral Kaminuma's fine homogeneous squadron of six armoured cruisers is somewhere in the Japanese Sea—it was reported to have left China in six or seven days ago, presumably for Vladivostok or the near neighbourhood, it being obviously necessary that the enemy's squadron at Vladivostok should be either bottled up or smashed up."

Among the passengers for England by the C.P.R. Co.'s steamer *Empress of Japan*, which left here yesterday, was the Hon. C. W. Dickson, senior partner here of Messrs. Jardine, Matheson, & Co., and Mrs. Dickson. Mr. Dickson, has during his management of the firm, displayed great sagacity and business ability united with untiring application, and his devotion to business has rendered a change necessary, as his health has suffered considerably from the strain. He is succeeded by Mr. W. Jardine Gresson, who has already been elected to the Chamber of Commerce Committee, and will no doubt also take Mr. Dickson's seat in the Legislative Council. A large number of their friends went to the wharf and to the steamer to wish Mr. and Mrs. Dickson bon voyage.

Not the least remarkable instance of Japanese ambition in Korea, says the *Times* correspondent, is the railway by which they design to connect Fusan with the capital of the country, and in time to extend to the regions lying to the north of Seoul. Ultimately it is the intention to effect a junction with the Siberian railway beyond the Korean border; but there is little possibility of such a consummation whilst the Far Eastern question remains in its present unsatisfactory state. At Fusan 40 miles of the railway are complete and 15 miles open to traffic. About the same distance is complete at the Seoul end, 25 miles being open to the public. Throughout the whole 250 miles the track has been advanced to such a stage as permits of rapid construction at both ends. It is expected that the line will be open to traffic by the autumn of this year. [This was written over a month ago, of course.] It is significant of the tendency of American iron to supplement British in markets where the latter until recently has been supreme that all the beams and girders for bridges, the wheels for rolling-stock, and the locomotives are being imported from the United States, whilst England has to be content with the furnishing of the rails; Japan herself is constructing the cars.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

RUSSIAN HEADQUARTERS WITHDRAWN.

LONDON, 10th May, 10.55 a.m.

The Russians have withdrawn the Viceregal headquarters in Manchuria to Harbin.

DISAFFECTION IN SOUTH RUSSIA.

LONDON, 10th May, 10.55 a.m.

Grave anxiety is being caused at St. Petersburg by the disaffection in South-Western Russia.

RIOT AT CHINKIANG.

SEVERAL CASUALTIES.

SHANGHAI, 11th May, 8.22 p.m.

A riot took place at Chinking to-day. The mob burned the quarters of the newly organised police force. Several were killed and wounded.

THE ALLEGED SEDITION TRIAL.

GOMEZ ACQUITTED.

MANILA, 11th May, 8.56 p.m.

Dr. Gomez has been acquitted.

OBITUARY.

DEATH OF H. M. STANLEY.

LONDON, 10th May, 10.55 a.m.

Sir H. M. Stanley, the South African explorer, is dead.

[Sir Henry Morton Stanley was noted among African explorers, not least as the rescuer of Livingstone. Perhaps no man living knew more about the "Dark Continent" than he. The following publications were the work of his pen:—*Congo and its Free State*; *Coomassie and Magdala*; *How I Found Livingstone*; *In Darkest Africa*; *Through the Dark Continent*; *Through South Africa, 1888*. Included amongst Sir Henry's numerous titles were:—G.O.B.; D.C.L.; LL.D. He was born in 1841; and married the daughter of the late Mr. C. Tennant, Governor of Congo.—Ed. D.P.]

REUTERS' SERVICE.

RUSSIAN LOSSES ON THE YALU.

LONDON, 9th May.

An official Russian statement gives the Russian casualties at the battle of the Yalu at 70 officers and 2,324 men killed and wounded.

BRITISH PRESS ON THE WAR.

LONDON, 9th May.

The *Daily Telegraph* says the campaign has been conducted by the Japanese with a brilliance almost unparalleled in war. Japan's success is due to the consummate combination of naval and military action, which even England has never rivalled. The Japanese successes of the last three months are even more marvellous than those of Germany in 1870. The *Standard* says there have been few finer feats of war than the blocking of Port Arthur.

EVEN GERMANS ADMIRING.

LONDON, 9th May.

There is a universal chorus of eulogy of the mastery strategy of the Japanese combined with swift unflinching execution. Even the German Press, which has hitherto been the most reserved, cannot withhold its tribute of praise and admiration.

THE JAPANESE LOAN.

LONDON, 9th May.

The Japanese loan, which was expected to be issued last evening, was quoted on Saturday at 22 per cent premium and yesterday at 3 per cent. An unqualified success is assured.

GERMAN SOCIALISTS ON THE WAR.

LONDON, 9th May.

In the Reichstag, Herr Bebel attacked the pro-Russian attitude of the Government in regard to the war. He declared that the Kaiser's telegram of sympathy to the Tsar on the occasion of the Petropavlovsk disaster in no way reflected the feeling of the nation. Count von Bülow denied that the Kaiser's telegram was a departure from neutrality, and regretted that the dissonance of a neighbouring friendly nation had been the object of malicious articles and caricatures by a portion of the German Press.

THE FEELING IN RUSSIA.

LONDON, 9th May.

The Japanese successes have caused a feeling of apprehension in Russia, and the General Staff declare that the latest developments assure a long and bitter war.

WAR NOTES.

TELEGRAMS.

We take the following from the *N. G. Daily News*.

"Tokyo, 6th May.—The Japanese officers and scouts marched on the third of May to Tang-shangcheng (rather more than half-way between Chiencheng and Fengwangcheng), after a serious engagement with Russian cavalry, and are pressing on to Fengwangcheng. According to a native report, the Russian infantry at Tangshangcheng on the 1st instant opened fire on the Russian infantry retreating from Kiuliencheng, mistaking them for Japanese, resulting in 100 being killed and 70 wounded."

"Tokyo, 6th May.—The N. Y. K. S. *Kaga Maru* ran aground on the 4th instant at the naval landing base, but was got off the next day."

RUSSIAN FORCES IN MANCHURIA.

Reports received by the Military Intelligence Department of Viceroy Xian Shi-kai at Tientsin, sent by officers detailed for the purpose, make the total number of Russian troops in the three Manchurian provinces and Eastern Siberia as follows:—170,000 infantry, 17,000 cavalry, and 256 guns. Of this number 20,000 infantry, 5,000 cavalry, and 32 guns are in Eastern Siberia, the rest being concentrated at Harbin and the vicinity of Moukden.

SACRIFICE OF JEWELRY IN JAPAN.

So many objects of gold have been lodged by private individuals with the Bank of Japan for the purpose of strengthening its reserves that leading journals are beginning to cry out. There have been some interesting incidents connected with this movement. In the strong-room of certain noble families stores of old coins and gold ingots have been found which had lain undisturbed for periods varying from 60 to 300 years, having been originally destined for use in war or granted in recognition of some meritorious deed. That these should cease to lie uselessly idle is advisable. But it is different with jewelry and objects of art which could not be broken up without foolish sacrifice. The Empress herself has sent a quantity of valuable jewelry to the bank, and when such an example is set something like a mania is pretty sure to set in. The bank, indeed, is understood to be framing rules for the safe custody of all such objects, and will engage not to break them up except in case of dire necessity. But the thing is either a farce or a reality, and if the latter, then it is time for sober folks to protest, especially as a very false impression may be created about the financial situation. The bank is in no want of such extraordinary aid. Its paper issues aggregate 224 million yen—being two millions less than its legal limit—and it has a gold reserve of 103 millions. In 1899, on the contrary, the note issues were 228 millions—41 millions above the legal limit of that time—and the gold reserve was only 67 millions. Yet in 1899 no one entertained the smallest apprehension about the financial situation. It is one of the idiosyncrasies of the Japanese to be carried away by impulses which appeal to their sense of duty or patriotism.

THE TSAR'S JOURNEY TO THE FRONT. "God is so high and the Tsar so far," says the Russian peasant, and there is something to be said for the traditional practice of the Russian Tsars to accompany their armies in the field and decide vexed questions off-hand by a word from which there is no appeal.

JAPANESE AND RUSSIAN RIFLES.

M. Souvercoff, writing in *L'Illustration*, gives a most interesting comparison of the rifles carried by the Russian soldier and the Japanese. As to the mechanism for loading, the advantage is conceded to the Arisaka weapon, which, however, has the drawback of being more difficult to clean. The striking differences are first that the Russian ball (German silver) weighs 14 grams and the whole cartridge 26 grams, whereas the Japanese ball (hard lead) with a covering of German silver weighs only 10 grams and the cartridge has a weight of 23 grams. The meaning of these things is that a soldier who carries 100 cartridges into action is weighted to an extent of only 2,250 grams in the Japanese army, whereas the corresponding figure in the Russian army is 2,600 grams, the Japanese soldier's load being thus lighter by 350 grams. In other words, the Japanese can take into action 115 cartridges against the Russian's 100. But of course the lighter bullet is not so accurate in its flight, especially in windy weather. The second point is that whereas the initial velocity of the Russian bullet is only 620 metres, the velocity of the Japanese is 725 metres; whence it results that while the zone of maximum danger for the Russian weapon does not exceed 500 metres, it is nearly 700 metres for the Japanese, and the penetration also of the latter is much greater. From these facts the French expert concludes that the Japanese arm "will be very dangerous at ordinary combat distances and that the great tension of the trajectory will give the Japanese a superiority which their adversaries will be obliged to consider." In the case of each alike the magazine contains 5 cartridges, and the rapidity of fire is the same. So also is the weight of the piece, which fact is thought to be in favour of the Russians, who are bigger and stronger men than the Japanese.

AMERICAN OPINION [?].

The following is an extract from the *San Francisco Argonaut*, though that it represents American opinion regarding the war is open to doubt:—"As long ago as October the *Argonaut* said that 'probably the average American, if asked which of the two nations he would rather see victorious, would say Japan.' But we went on to say that there was 'another and perhaps farther-seeing view' of the situation. We said that 'after all Russia is white'; that her course in Manchuria, while bad, was little worse than England's in Egypt; that at heart the Oriental disliked the Occidental and always would. It is

interesting now to note that the trend of sentiment has been along these lines. The first impulse was to side with Japan; but for two weeks now, both in this country and in England, the pendulum has been swinging the other way. Friendly letters have passed between King Edward and the Tsar. The friendliness of Russia to us during the Civil War has been cited here with good effect. It is noted that the commercial journals of the country are not at all inclined to favour Japan. Eastern newspapers are hastening to correct their first partial utterances. Evidently a saner view of the war will from this time on prevail."

NAVAL NOTES.

THE "CALLAO."

The United States gun-boat *Callao*, Capt. Miller, arrived from Wushow and San Sui yesterday, having experienced moderate weather.

THE "ADAMASTOR."

The Portuguese cruiser *Adamastor* has been undergoing a docking at the hands of the Hongkong and Whampoa Dock Co.

PROSPECT OF NEW SHIPS.

There are plain indications that the first result of the present war in the Far East, like that of the war of 1894-5, will be to stimulate the shipbuilding programmes of the Great Powers. A new German programme is in preparation, and it is now known that a large Russian programme is contemplated, apparently in addition to the programme of 1903, which has not as yet been entirely carried out. It is reported that the new programme will consist of eight first-class battleships, and as many armoured cruisers, with a large number of scouts and destroyers. Obviously the rapid execution of so vast a plan as this programme involves will depend on the finances of Russia, and will have to be spread over a long term of years, even if, as has been stated, a number of units are built in Germany.

HONGKONG IN QUARANTINE.

The Colonial Secretary's Office sent us yesterday a copy of the following telegram from the Secretary to the Government of Burma dated Rangoon, 11th May:—"Hongkong declared infected. Inform shipping firms."

THE "PRONTO" SAFE.

The Hongkong office of the Hamburg-Amerika Linie kindly informed us that the German steamer *Pronto*, Capt. Grandt, which was rumoured to be lost, arrived safely yesterday morning at Ningpo.

NOTES FROM THE BOTANIC GARDENS.

Gardenia florida is perhaps one of the most attractive flowers with which the Far East has enriched English gardens. It grows wild out in China and Japan, but in consequence of its fragrance and beauty spread long ago in cultivation to other parts of the world, though how and by whom carried we cannot say. But when the light of accurate botany dawned upon the world it was found already in India, Ceylon and at the Cape. China was not even recognised by Linnaeus, writing in the middle of the eighteenth century, as one of its sources. It was first introduced to England from the Cape and known as *Cape Jasmine*. It was named *Gardenia* after a certain Mr. Alexander Garden, a doctor of Charleston, Carolina, at this time, and the scientific name has gradually supplanted the more popular one.

In China, curiously enough, the *Gardenia* is not valued for its scent. "Too small" is the usual verdict. The fruit is used for medicine under the name of *Wong Tse*, and a yellow dye is extracted from the seeds and used for colouring food.

In Hongkong, as everyone knows, the shrub is one of the chief ornaments of our much-favoured flora. Its stately white flowers are already appearing in every little patch of bushes on the hill-sides, and it will continue to brighten our country walks for many months to come.

JAPANESE NATIONAL HYMN.

The Russian national hymn is quite a modern production, while the Japanese is, on the contrary, the oldest existing, known as the "Kimigayo." Translated into French it is as follows:—

Que de souverain
Mille ans dure lo règne
Puis encore huit mille ans,
Tant que les pierres ne seront roes,
Ni trées épaisses les monnaies!
Put into English prose it can read:—
"May the reign of our sovereign endure for a thousand years, and for eight thousand more beyond that, until stones are not rocks any more, nor moss any longer grows thickly."
The American *Sun* humorously puts it into this form:—
"A thousand years may our sovereign reign,
And eight thousand more with never a pain,
As long as the pebbles don't grow to be boulders
As long as the moss doesn't reach to our shoulders!"

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 11th at 11.25 a.m. The barometer has risen in the north of China and fallen elsewhere, particularly near the estuary of the Yangtze. The depression, first noted on the 9th, has moved in a SE. direction, the centre being now to the westward of Kinsui.
Gradients are moderate on the China Coast and moderate SW. winds may be expected in the Feroesa Channel, and light S. to SW. winds in the northern part of the China Sea.
Forecast:—Light S. winds; cloudy, fair.

SUPREME COURT.

Wednesday, 11th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

A COMPROMISE CLAIM.

Yau Wo Tong Sing, complainant, 75 Queen's Road East, sued A. Hanart, 43, Des Vaux Central, for \$137.50, being money due for provisions sold and delivered. Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the plaintiff, and Mr. F. Paget Hett, solicitor, of Mr. G. K. Hall Brutton's office, for the defendant.

Mr. Goldring in his opening address stated that defendant was manager of a cigar factory near the barracks works. Plaintiffs were complainants. In March last a Mr. Gabina called at the plaintiffs' shop and ordered provisions for the use of the factory people. The plaintiffs were doubtful regarding Gabina's standing in the factory, and one of the firm went down to see Mr. Hanart, who said he wanted the provisions supplied. Plaintiffs thereafter delivered provisions every morning to Gabina, who called for them, as per pass-book. At the end of the month they asked Hanart for payment, and he said he had paid Gabina every week. Gabina had disappeared. The question was, whether Hanart was responsible for the debt.

His Lordship, after hearing evidence, found that defendant was not the principal in the contract, and gave judgment in his favour with costs.

MANILA NOTES.

Manila, 6th May.

OUSTING ROMAN CATHOLICS.

The Penafraquia Church case is causing considerable interest here. Eight men are charged with illegally aiding, tolerating, and abetting in an action to force an entrance into the church at Penafraquia, and forced an entrance and occupied the house by force, without legal right and deposed the parish priest and his communicants. The Penafraquia church has been the scene of several encounters recently, the natives, especially the Aglipay faction, having made repeated efforts to occupy the property and to oust the Roman Catholics from the building without process of law and by force. Among the witnesses was one woman who testified that she was one hundred and ten years old, that she had been a communicant of the church all her life, that it had been dedicated to the Roman Catholic Church, and that they had never had any trouble in church matters until after the man Aglipay was heard from, when his followers attempted to take the property by force.

AGUINALDO.

Emilio Aguinaldo, former general of the insurgent army and erstwhile president of the Philippine Republic, is, according to the United States papers, planning a visit to the United States this summer. The reported visit is published in the *Los Angeles Times*, stating that a citizen of that town has received a letter from Aguinaldo to the effect that he will visit the S. Louis exposition in the month of July, that he will call at Washington and will also tour the principal cities of the United States. His visit will have no political significance.

PRIAR LANDS.

The act of the Commission known as "The Prior Land Act," providing for the administration and temporary leasing and sale of the prior lands, has been received in this city. It provides that actual settlers and occupants of the lands at the time of their acquisition by the Government shall have preference over all others to lease, purchase, or acquire their holdings. The bill states that the lands are not "public lands," that the titles and administration are in the hands of the civil government.

A COAL ROOM.

The Commission has provided for the acquiring of title to public coal-lands in the Philippine Islands. It has enacted a law prescribing the regulations covering the procedure for acquiring title for coal-lands. It is reliably stated that there are good coal lands in thousands, and that the new law enacted by the Commission will give a boom to the coal interests in this archipelago.

FILIPINOS TO SWING CLUBS.

The Bureau of Public Instruction has decided to adopt a Manual Training Department for the provincial high schools. Equipment has been ordered from the United States for the twelve leading schools, which is expected to arrive soon, and work in the department will be begun with the opening of the next school year.

RELIGIOUS IMPOSTOR.

Jose Saide, the Filipino who has been representing himself as the "Black Christ," has been charged with estate. A number of specifications have been filed against the impostor for collecting money from the people who were duped into believing him some great personage. The amounts in the specification range from one dollar to twenty-five dollars, and complaints continue to come in showing that the impostor had made a financial success of the venture. Charges will also be placed against his assistants at an early date, and they will be held awaiting trial before the court of first.

The name "Fushoda" was recently changed into something else out of regard for the sensitiveness of the French, in whom the word arouses memories of humiliation. The *Moscow Gazette* now suggests that the name of Port Arthur should be changed into "Port Nicholas," as its present title is "too English." The Russians need not be afraid that we shall retaliate by altering the title of the "Cesarwitsch." Will the Parisians have to follow suit by calling their Boulevard de Sebastopol and Pont de l'Alma by other names?

POLICE COURT.

Wednesday, 11th May.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A GAME OF POKER.

A number of Chinamen were charged with gambling at a house in Possession Street. They said they were playing poker, the same as foreigners, with European cards. When the cards were dealt out four cards of each hand were turned face upwards; one card face downwards. Four aces were, according to their rules, reckoned of greater value than a "Royal Flush."

As a commission was taken on the game, Mr. Gomperz convicted the defendants. He fined the house-keeper \$25, and the rest \$3.

SMOKE NUISANCE.

Mr. Bridger, acting manager of the Electric Light Co., again appeared in answer to a charge of "smoke nuisance." He said that he had been unable to abate it within prescribed time because the Company had had some break-downs. The new machinery would be out soon.

In consideration of the very long notice which had been given the Company to abate the nuisance Mr. Gomperz said he would levy a fine of \$60—that was at the rate of \$10 per diem since the expiration of the extended notice.

A TROUBLESOME SERVANT.

Mr. Haynes, manager of the Hongkong Hotel, charged a boy with leaving without notice. The boy was fined \$10 and also to forfeit April's wages.

THEIVING RICKSHA-COOLIE.

Two Chinese women hired a ricksha. After driving some distance they ordered a halt, and while in a store the ricksha-man cleared off with a basket of clothes belonging to them. Six weeks' and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

CUBICLES.

For not removing certain cubicles in conformity with the new ordinance several Chinese were punished. One was fined \$50, two \$25, and several others nominal sums. Mr. Almada e Castro, solicitor, appeared on behalf of the two that were fined \$25.

NOT A BIG RASCAL.

One of the smallest men in Hongkong, a Burmese dwarf, together with a Hindoo, were charged with stealing \$50 from a "Bing table keeper" at Yau-mai.

The Hindoo got off, but the dwarf was convicted and sentenced to six weeks' hard labour.

OPIUM.

Four Chinamen were charged with having opium without a certificate. They were fined \$18, \$40, \$50, and \$92 respectively.

MARINE COURT.

Wednesday, 11th May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

JUNKS.

Three Chinamen were charged with wilfully anchoring their unlicensed junk at a place within the waters of the Colony other than a junk anchorage. It appears they anchored off Kennedy Town after being warned not to do so. Two men were fined \$20; the other man \$10.

CHINESE DREAMLAND.

In an article in the *Nineteenth Century* on "Chinese Dreamland" Professor Giles tells of Chuang Tzu, the brilliant mystic of the fourth and third centuries B.C. who anticipated Shakespeare's conclusion that we are such stuff as dreams are made of. He taught that this life is really a dream and death is the awakening. Those who dream of the banquet wake to lamentation and sorrow. Those who dream of lamentation and sorrow wake to join the hunt. While they dream they do not know that they dream. Some will even interpret the very dream they are dreaming; and only when they awake do they know it was a dream. By-and-by comes the Great Awakening, and then we find out that this life is really a great dream. Fools think they are awake now, and flatter themselves they know if they are really princes or peasants. Confucius and you are both dreams; and I, who say you are dreams, I am but a dream myself.

Much more famous, however, than the above passage is that in which the philosopher records a dream of his own, from which he gained the sobriquet, now more than twenty centuries old, of Butterfly Chuang:—Once upon a time I, Chuang Tzu, dreamed I was a butterfly, flitting hither and thither, to all intents and purposes a butterfly. I was conscious only of following my fancies as a butterfly, and was unconscious of my individuality as a man. Suddenly I awoke, and there I lay, myself again. Now, I do not know whether I was then a man dreaming I was a butterfly, or whether I am now a butterfly dreaming I am a man.

Innumerable essays have been written by the leading literary men of various periods upon the fascinating problem involved in this dream, but not one seems to bring us perceptibly nearer to its solution.

A rather novel form of increasing their income has been found by two costermongers in Paris, man and wife, who had the "happy" idea of getting knocked down by automobiles and carriages, and then demanding compensation from the owners. The husband had supplemented his income in the course of a year by no fewer than sixteen street "accidents," while the wife had been the "victim" of four. The frequency of the occurrences struck the police as peculiar, and the couple were watched. Last month they were charged with swindling, with the result that the court sentenced the man to three years' imprisonment, but acquitted the woman.

FIRE BRIGADE METHODS.

In view of the agitation which has been started by a local contemporary with reference to the improvement of the Hongkong Fire Brigade, a correspondent sends us the following interesting cutting from the *San Francisco Argonaut*:

"Chief Sullivan, of the San Francisco Fire Department, has reported to the board of supervisors that the city is desperately in need of three hundred more hydrants and many water mains. What happened to Baltimore may easily happen to San Francisco, he says, with conditions which they now exist. His statement cannot be denied. He should get his hydrants. More water mains should be laid. Moreover, the city of San Francisco certainly ought to have a complete system of auxiliary high-pressure pipes. Until it has such a system, it will not be secure from a great conflagration. Not only would such a system prevent great fires, but it would lower insurance rates so that every man who carries insurance would be the gainer.

The city of New York, situated very much as is San Francisco, is preparing to install a salt-water system. The pros and cons of the subject have been threshed out in the newspapers. To the chief objection that salt water corrodes pipes, engineers agree in replying that, while this is true of ordinary pipes, linings of copper, galvanized iron, or enamel are sufficiently resistant for all practical purposes. Captain Albert Ross, Government inspector of navy colliers, argues that the linings be of bronze. Moreover, according to New York's tentative plans, there will be salt water in the mains only when there is a fire. Fire-engines will be useless. It is proposed to have one or more central pumping-stations connected with the commercial electric power house of the city. On the alarm of fire, the motors would instantly be set in motion, and the mains filled with an unlimited supply of salt water under tremendous pressure. Philadelphia already has a system of high-pressure fire mains. One station takes the place of forty engines and delivers six streams from every hydrant at a far greater pressure than six engines could throw the same amount of water. The power is supplied by gas-engines, and the maintenance of the \$250,000-plant costs \$11,000 a month. Cleveland uses two fire-boats, which force water from the river into a system of mains at a pressure of two hundred and fifty pounds to the square inch. Each fire-boat equals in efficiency ten engines. Two and a half inch streams have been thrown five hundred feet from the top of the Williams Building. It is sixteen stories high!

"Citizens of San Francisco will have only themselves to blame if some day they look upon their city in flames. Only good luck has saved it thus far. Expansion of the present system to its fullest capacity is worth something, but an auxiliary high-pressure system exclusively for fires—even if it covered only the downtown district—would be infinitely more valuable.

"City Engineer Grunsky, at the request of the supervisors, has now made plans and estimated for an auxiliary high-pressure fire system—not, however, to use salt water. His plans call for a pumping-station with a capacity of 3,000,000 gallons a day, a reservoir on Twin Peaks of 10,000,000 gallons capacity, a pressure relief tank of 700,000 capacity, and the necessary mains. The cost of the whole is estimated to be \$642,000. Of course, fresh water is better than salt for fire protection purposes. The only question is, Is there a sufficient supply for every emergency? As to the relative efficiency of a direct pumping system over a stand-pipe system, it may be remarked that, according to figures at hand, the Philadelphia salt-water pumping plant, costing \$250,000, has a capacity equal to forty engines, for unlimited time, while Mr. Grunsky's plans call for stand-pipes and pumping-stations costing something like \$500,000, with a capacity "of twenty engines for sixteen hours." But these are details. The main thing is that an auxiliary fire system be installed with expedition. In Philadelphia, insurance rates have fallen fifteen cents on the \$100 since the system was put in, and a further decrease of ten cents is promised."

CEYLON TEA FOR RUSSIA.

The fears that were entertained in Ceylon, says the local *Times*, that the war would affect our exports of tea to Russia have completely passed away, and the only difference that the war has made is that the dispatch of tea to Russia has been resumed under the conditions which prevailed before the additional Russian duty drove our tea to abandon the European ports of Russia and to seek an entrance into the Russian market via Dalny. The war, of course, effectually closed Dalny and compelled us to send our shipments back along the older routes in spite of the enhanced duty. Just at first there was some hesitation among local shippers as to what should be done, especially among the Russian firms in Colombo, who could not, during the first few weeks after the outbreak of the war, say what exactly was going to happen. The demand from Russia, however, as represented by orders from Moscow, &c., continued practically unaffected, and, though the Russian branch of the Asiatic Steamship Company suspended their direct conveyance of our tea to the ports on the Black Sea, and the approach to Odessa and Batoum seemed likely to be difficult, the old conditions have now set in and a good deal of our tea is being sent to Odessa by transshipment at Suva, while the Dalny section of the East Asiatic Company's steamers still carry Ceylon tea to the Baltic ports. The great deal of transshipments which go on in London for Russia must not be forgotten, too. Up to the 18th instant (April) Ceylon has already sent 3,773,463 lbs. black tea, 60,995 lbs. green tea, to Russia this year, a quantity which in both cases exceeds that for the same period last year. There have been very large shipments recently, too.

THE FILTHIEST TOWN ON EARTH.

A most vivid and striking description is given by the *Times* special correspondent with the Tibet Mission of the town of Phari, through which the mission passed on its way to Gyantse. It is so graphic that it would be a pity to cut it down, and consequently we give it in full. The writer says:—

The headquarters mess with the mission includes several men whose experience of the outlying places of the world it would be difficult to equal round another table. But by common consent Phari is the filthiest town on earth. This is a charge so frequently made that it may be worth while justifying the right of Phari to the position. But first let it be said in fairness that there are more than a few reasons why, racial peculiarities apart, the inhabitants of this town are of necessity dwellers in dirt. In the first place, with the exception of Quito, which is on the actual equator, Phari, at a height of 15,000ft., is probably the highest town that is worthy of the name in the world. The cold is consequently fearful, a nightly temperature ranging in this month rather downwards than upwards from—3deg. F. being often joined with a merciless grid-laden cold wind from the north. Cold is admittedly an excuse for dirt, but it is not cold only that palliates the filth of Phari. At this altitude the least exertion brings on breathlessness and apathy. To put on a pair of boots and gaiters is often a serious exertion for the newcomer, and it is not perhaps to be expected that the good people of Phari should go out of their way to secure by unwelcome activity a sanitation and a cleanliness which appeal to them as little as to other Tibetans. Indeed, it may be that many others of that uncleanly race would under similar circumstances attain an equal degree of dirt. The absence of trees, compelling the wretched people here to use argol or dried yak dung as their only fuel, is another contributory cause. The heavy grey-blue fumes of these fire coats the interior of the squat houses with a layer of soot which it would be useless labour to remove. Water is almost non-existent, except during the melting of the snow, and, so far at least as the women are concerned, the dirt which seeps their faces is not perhaps unwelcome, as a stern law compels the disfigurement with kutch (or raddle resembling dried blood) of the brows and cheeks of all married women in Tibet.

Having thus pleaded the cause, I have now to explain the effects of this want of cleanliness upon the town of Phari. The collection of soil-built hovels, one or at most two stories in height, covers under the southern wall of the Jong for protection against the bitterest wind. The houses themselves prop each other up. Rotten and misplaced beams project at intervals through the black layers of peat, and a few small windows lined with crazy black match-board sometimes distinguish an upper from the lower floor. The door stands open, closed perhaps at night with three black planks, a couple of traverses, and a padlock. Inside the black gloom of argol smoke coats everything. A brass cooking pot or an iron hammer, cleaned of necessity by use, catches the eyes as the only thing in the room of which one sees the real colour. A blue haze fills the room with acrid and penetrating violence. In the room beyond the meal is being cooked, and a dark object stands aside as one enters. It is a woman barely visible in the dark. Everything in the place is coat-l and grimed with filth. At last one distinguishes in a rude cradle and a blanket, both as black as everything else, a waxen-faced baby. How the children survive is a mystery. It is the same in every house. Nothing has been cleaned since it was made, and the square hole in the flat roof, which serves to admit light and air and occasionally to emit smoke, looks down upon practically the same interior in a thousand hovels.

But it is the exterior of the houses that strikes one most. Let it be said at once that in the best quarter of the town, that in which the houses are two-storied, the heaped-up filth—dejects and rejecta alike—rises to the first-floor windows, and a hole in the mess has to be kept open for access to the door. It must be seen to be believed. In the middle of the street, between the two banks of filth and offal, runs a stinking channel, which thaws daily. In it horns and bones and skulls of every beast eaten or not eaten by the Tibetans—there are few of the latter—lie lit the dogs and ravens have picked them clean enough to be used in the mortared walls and thresholds. The stench is fearful. Half-decayed corpses of dogs lie cuddled up with their mangy but surviving brothers and sisters, who do not resent the ravens. Here and there a stagnant pool of filth has partially dried the warmth, and carrion, verminous rags, and bones, are set round it in broken yellowish ice. In the middle the brown patch is iridescent. A carded and filthy torrent flows through the market place, and half-breed yaks shove the sore-eyed and mouth-ulcered children aside to drink at it. The men and women, clothes and faces alike, are as black as the peat walls that form a background to every scene. They have never washed themselves. Ingrained dirt to an extent that it is impossible to describe reduces what would otherwise be a clear, sallow-skinned, but good complexioned race to a collection of foul and grotesque negroes.

And the disgust of all this is heightened. At the end of the streets, hanging in mid-air above this nest of mephitic filth, the cold and almost saintlike purity of the everlasting snows of Chumoluri—a huge wedge of argent a mile high—puts to perpetual shame the dirt of Phari.

Some years ago a leading London paper announced in its "Court" column that the Persian Ambassador had been introduced to her Majesty. However much he might have liked to get rid of them in this way, one can hardly fancy the Queen accepting them "graciously," as she was reported to have done. Of course, the word ought to have been "credentialed."

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for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

BRITAIN, FRANCE, AND MOROCCO.

A GERMAN VIEW.

A German correspondent writes to us:—

During the last nine months, every now and then, a report was circulated that England and France had come to an agreement about a French protectorate over Morocco. The latest version is that England was going to concede to France a full supremacy in Morocco under the condition that Tangiers and its surroundings should be declared neutral territory. We cannot assign much credit to this bit of news. For it is obvious that a neutralisation treaty about Tangiers would have no practical value for England if France established herself as mistress of the whole Sultanate around this port. The Suez Canal is "neutral" by international agreement; but nobody doubts that England would block it at the very moment when important English interests should demand such a measure. As long as England keeps up her dominion in the Hinterland of the Canal, she would be in a position at a moment's notice to give effect to her declaration of a state of blockade. In the same way France could, if Cotea or Tetnan were left in her undisputed possession, within a few days occupy Tangiers by a *coup-de-main*, and then make impossible or at least dangerous for English warships and merchantmen to pass the Straits of Gibraltar. The free passage through these Straits is, however, of paramount importance for British interests in all parts of Asia; England cannot risk to be, in certain circumstances, inconvenienced at this strategically invaluable point. A mere declaration on paper that Tangiers is to be neutral would be of no value for England. The least she would have to insist upon would be a stipulation that France should exercise her much coveted protectorate in Morocco without quartering considerable masses of troops in any part of the whole country. If that would be agreed on, the whole French protectorate would reduce itself to an empty title, like Turkey's rights of suzerainty. With such an inanity the French Colonial politicians would never be satisfied, their ambition being directed on a well-rounded North-African Empire, in an uninterrupted stretch from the Bay of Biserta to Cape Nun. But, even quite apart from the Gibraltar Straits question, the realisation of their dream of making the whole western basin of the Mediterranean practically a French lake could not be to the liking of English politicians. For the further expansion of the French dominion on the southern shores of the Mediterranean would involve the danger that Spain and Italy might sink into a certain political vassalage towards the French Republic.

Nevertheless there can be no disputing the point that a solution of the Morocco problem will have to be found. On the not very distant day when the tottering Sultanate will be overthrown, the European powers will be compelled, for the sake of their commercial interests, to step in and prevent a reign of anarchy in those wide regions. England has a legitimate interest to pre-empt a solution as long as possible, especially if, as at present, an arrangement is proposed that might have such a dangerous effect on the maintenance of a free passage through the Straits of Gibraltar.

SHIPPING NOTES.

WEATHER.

The s.s. *An Pho* from Saigon with 1,400 tons of rice reports moderate winds, high sea and fine. The China Merchants' s.s. *Chi Yuen*, from Shanghai yesterday, reports fine and clear to Breaker Point, thence to port foggy. The P. & O. s.s. *Formosa* from Foochow reports foggy weather.

ACCIDENT TO A SHIRE LINER.

The Shire liner *Monmouthshire* ran ashore in the Beagle Channel a few days ago. She was brought to Koba extensively damaged, and docked.

THE M. D. L.

The report of the North German Lloyd for 1903 states that the East Indian coasting traffic at present is served by 14 lines of the Lloyd, which are enumerated in the report. It is added that although unfavourable periods were experienced in that business in 1903, the hope may be entertained that in 1904 more favourable results will set in. The Bangkok lines—Singapore-Bangkok and Bangkok-Hongkong—suffered in consequence of the unfavourable rice crop in Siam; on the other hand, the goods transit traffic from Singapore to Bangkok has improved. The new steamer *Borneo*, running between Hongkong and British North Borneo, has given favourable results, especially in the wood traffic; also the results of the Singapore-British North Borneo line have been satisfactory.

MISCELLANEOUS.

The s.s. *Eclipse* arrived from New York yesterday with a full cargo of case-oil for the Standard Oil Company.

The s.s. *Heathburn* arrived from Moji yesterday with 8,667 tons of coal for Messrs. Bradley & Co.

The *Chowat* arrived from Bangkok with 1,400 tons of rice and 55 tons of timber for Messrs. Butterfield & Swire.

The Hamburg-America s.s. *Theodor Wille* arrived from Hamburg yesterday with 5,000 tons of cargo for the Far East. She had, by the way, 50 cases of cartridges. Out of this great cargo Hongkong receives 1,500 tons.

The s.s. *Mathilde* arrived from Tsuru yesterday with 1,100 tons of general cargo for this port.

The *Takung* from Bangkok brought 1,700 tons of rice from Messrs. Jardine, Matheson & Co.

The *Carl Monzell* arrived from Newchwang yesterday with cargo for the East Asiatic Trading Co.

STEAMER MOVEMENTS.

The C.T.R. steamer *Empress of India* arrived at Vancouver at 7.30 p.m. on the 10th inst.

The P. & A. steamer *Indrapura* left Moji on the 10th inst., and may be expected here on the 15th inst.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on the 23rd inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 10th inst., at 6 a.m.

The O.S.S. & C.M. steamer *Ayamamon*, from Pacific coast via Japan, is due here on the 27th inst. from Moji.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL a Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co.
NEW YORK, U. S. A.

1557

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904. [8]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

OFFICE TO LET.

FLOOR To Let in Connaught Road, Central. Suitable for Small Office. Apply to—
P. Q. R.,
Care of Daily Press Office.
Hongkong, 12th May, 1904. [1235]

CALL AT OUR STORE,
AT 14, BEAVERHOLD ARCADE.
WHERE you will find for sale at moderate prices, GOOD AMERICAN NOVELS, CIGARS, CIGARETTES, and TOBACCOES of best quality. POST CARDS, &c.
SAYCE & CO.,
Hongkong, 12th May, 1904. [1236]

CANADIAN PACIFIC RAILWAY CO.
NOTICE.

FROM this date and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in charge of this Company's Business.
D. E. BROWN,
General Agent.
Hongkong, 11th May, 1904. [1237]

PARTICULARS OF SALE
OF
THE VERY VALUABLE LEASEHOLD PROPERTY,
Known as No. 5, BONHAM STRAND, VICTORIA, HONGKONG,
To be Sold by
PUBLIC AUCTION,
By Order of the Mortgagee,
on
WEDNESDAY,
the 25th day of May, 1904, at 3 P.M.
Mr. GEO. P. LAMBERT, Auctioneer,
at the premises.

BEING all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong known and registered in the Land Office as Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 99 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.
For further particulars, apply to
F. X. DALMAIDA E. CASTRO,
Solicitor for the Vendor,
or to
Mr. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 12th May, 1904. [1238]

FOR MANILA (DIRECT).
THE American Steamship
"BINONDO"
Captain D. Aldama, will be despatched as above on SATURDAY, the 14th inst., at 10 A.M.
For Freight, apply to
BARRETT & CO.,
Agents.
Hongkong, 11th May, 1904. [1239]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.
THE Chartered H.A.L. Steamship
"THEODOR WILLE"
Captain Kruttschmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 11th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 11th May, 1904. [1240]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.
FULL line of samples may be seen at 53, Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.
COMPANIA GENERAL DE TABACOS DE FILIPINAS,
Barcelona and Manila.
Hongkong, 20th April, 1904. [1054]

"THE EAST OF ASIA."
(Published Quarterly.)
CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.
Price \$1.50.
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; Messrs. KELLY & WALSH Hongkong; and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.

COLD STORAGE.
THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [57]

ENTERTAINMENT

THE HENRY DALLAS

MUSICAL DRAMATIC CO.

RETURN SEASON
TWO WEEKS ONLY
GRAND OPENING NIGHT
MONDAY, 16TH MAY
"KITTY GRAY"
TUESDAY, 17TH MAY
"KITTY GRAY"

PLAN AT THE
ROBINSON PIANO CO., LD.
Hongkong, 9th May, 1904. [1207]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [31]

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.,
Sole Agents.
3486]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 18th June, 1903. [13394]

CARTRIDGES.
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

LEY'S, SCHULTZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 35SG. AIR GUNS and AMMUNITION in Variety.
W. B. & CO.
Hongkong, 28th November, 1902.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length..... 523 feet.
Length on Blocks..... 513
Width of Entrance on Top..... 89
Width of Entrance on Bottom..... 77
Water on Blocks at Spring Tide 204
DOCK No. 2 (at MUKAIJIMA).
Extreme Length..... 371 feet.
Length on Blocks..... 350
Width of Entrance on Top..... 66
Width of Entrance on Bottom..... 53
Water on Blocks at Spring Tide 22
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.
THE COMPANY has a SALVAGE STRAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.
178

NOTICES OF REMOVAL
THE HEAD AGENCY OF THE JAVANESE-CHINA JAPAN LINE.
THE OFFICES of the above Steamship Company have this Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR.
Hongkong, 28th April, 1904. [1138]

CHANGE OF ADDRESS.
WILKINSON, HEYWOOD & CLARK, LD. (Proprietors of David Storer & Co.), have REMOVED to ALEXANDRA BUILDINGS (3rd Floor).
W. D. GRAHAM, Manager.
Hongkong, 20th April, 1904. [1157]

NOTICE OF REMOVAL.
DR. KEW, BROTHERS & CO., have this Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, 3rd FLOOR.
Hongkong, 2nd May, 1904. [1158]

REMOVAL.
WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on Monday, 16th inst. (Except in the Gentlemen's Department, 28, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in DES VEAUX ROAD, which will be open on the Following Day.
R. G. HECKFORD,
Manager.
Hongkong, 10th May, 1904. [1212]

INTIMATIONS

WANTED.

SHORTHAND and TYPEWRITING CLERK.

Apply in writing stating qualifications, references and salary, to—
DENNIS & BOWLEY,
Supreme Court House.
Hongkong, 6th May, 1904. [1192]

GOVERNMENT CIVIL MEDICAL DEPARTMENT.

THERE is a VACANCY at the Victoria Hospital for Women and Children on Barker Road, for a STEWARD and CLERK (non-Chinese).
Salary—\$840 a year rising by biennial increments of \$80 to \$960 with uniform and free furnished bachelor's quarters.
Qualifications—Good knowledge of English, quickness at figures and good handwriting, ability to act as an Interpreter in Chinese (Cantonese dialect).
Applications should be sent to the Principal Civil Medical Officer at the Government Civil Hospital not later than noon of the 13th inst.
Hongkong, 5th May, 1904. [1193]

WANTED.
A BOY able to read English fluently for one or two hours every morning.
Apply in Writing—
"L,"
Care of Daily Press Office.
Hongkong, 11th May, 1904. [1230]

SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

MR. H. RUTTONJEE is prepared to deliver BREAD in Hongkong and Kowloon. The Sanitary Arrangements are as perfect as possible, and the work is under constant foreign supervision only.
THE BEST FLOUR IS USED.
Brown Bread made from the well-known Graham Flour a specialty.
Special Rates to Hotels, Messes, Clubs, Boarding Houses, and Large Consumers.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
38 to 38, Elgin Road, Kowloon.
Hongkong, 11th May, 1904. [1226]

ROYAL AERATED WATERS MANUFACTORY.
PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price Lists. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, 1st House Street, Tel. 374.
Dr. V. DANENBERG & P. DANENBERG,
General Managers.
Hongkong, 11th May, 1904. [1228]

MARINE EXCURSION.

THE Steamship
"SAN CHEUNG"
will leave the Tung Yick Wharf at 9 A.M. on SUNDAY, May 15th. Weather Permitting, for a cruise to the LADRON ISLANDS or to the BOCCA FORTS. Returning at 5 P.M.
Fare \$3. Children Half-price.
Lunch and Refreshments can be had on Board.
Tickets can be obtained from Messrs. Kelly & Walsh, or on Board the Steamer.
Hongkong, 10th May, 1904. [1213]

SURGEON DENTIST,
No. 10, L'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
HONGKONG, 21st March, 1903. 95

RUINART PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

HONGKONG BUSINESS DIRECTORY.

JEWELLERS
MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hoilo.

PHOTOGRAPHER
E. MUMBY, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements, and also colouring Photos and Relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann, Rahtjen's Genuine Composition Red Road Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Brass and Iron Merchants.
144, Des Vaux Road.

INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [129]

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.
The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TUENEE & CO.,
Agents.
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [188]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.
MARINE BRANCH.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS at current rates.
ALEX. ROSS & CO.,
Hongkong, 28th April, 1904. [1121]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.,
Hongkong, 28th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS against Fire at current rates.
SIEMSEN & CO.,
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [199]

A PRESENT FOR THE WIFE.
What better than a SINGER?
We charge nothing for inspection.
Showrooms—
3A, WYNDHAM STREET.
Hongkong, 3rd May, 1904. [1016]

MAIL TABLES

FOR 1904.
Mounted on Card 30 cents
Paper 20 cents
On Sale at the Daily Press Office.
Hongkong, 5th March, 1904.

QUAN WAH & CO.
GRANITE MERCHANT CONTRACTORS.
Dealers in MARBLE and GRANITE MONUMENT.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs and Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [10]

AMOY ENGINEERING CO., LD., AMOY.
CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moder charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. 78

NOTICE TO KOWLOON RESIDENTS.
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

NOTICES OF FIRMS

MR. EDWIN ALFRED STANTON has to-day been admitted a PARTNER in this Firm. Mr. HAROLD STAPLES SMITH is authorised to SIGN the Firm "PER PROCURATION."
DEACON & CO.,
Canton, 2nd May, 1904. [1202]

REVOCATION OF POWER OF ATTORNEY.
THE CHINAMAN GAN KANG SIOE, Trader of Samarang (Java) has revoked all Powers of Attorney given to KUNG TJONG DJEANG (also written KANG TJONG DJEANG) of Amoy, carrying on Business under the Style of "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Borsveld.
Notary Public at Samarang.
Hongkong, 3rd May, 1904. [1172]

BANKS

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold \$7,992,173.37—about £1,640,000.
Capital and Surplus authorised, Gold \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, New York.
LONDON OFFICE: THE ARCADE, HOUSE, E.C.

Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, and Agents all over the World.

London and Continental Bankers—NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
CREDIT LYONNAIS, DRESDNER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VEAUX ROAD CENTRAL.
CHARLES E. SCOTT,
Manager.
Hongkong, 15th December 1903. [108]

RUSOCHINESE BANK
ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.
CAPITALRoubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT.....5,000,000 Kouping Taels. (EQUIVALENT TO.....£2,150,000 Stg.)
RESERVE FUND.....Roubles 2,000,000
SPECIAL RESERVES.....Roubles 1,700,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES AND AGENCIES.
Andijan Khabarovsk Port Arthur Batoum Khokand Samarkand Blagowestchensk Kiachta Shanghai Boshibo Kirov Strastinsk Bishkara Koko Tachkent Chiofo Krasnoyarsk Tskhita Dalny Kwantchenzo Thougoutchak Hailar Moscow Tientsin Hakhodate Nagasaki Tsetsikar Hankow Newchwang Verchansondinsk Harbin Nicolaieffsk Verniy Hongkong Oulianai Vladivostok Irkoutsk Ourga Yokohama Kalgan Paris Zeiskais Pristan Kashgar Peking

BANKERS.
LONDON—Glyn, Mills, Currie & Co. PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN—Mendelssohn & Co. HAMBURG—M. M. Warburg & Co. VIENNA—K. K. Priv. Oesterr. Credit Anstalt für Handelsgewerbe. AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH
TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT, VICTORIA HOTEL BUILDINGS, Ice House Street, Hongkong, 14th July, 1903. [21]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£900,000
RESERVE FUND.....£300,000
RESERVE FUND.....£725,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. " " " 6 " 3 " " " 3 " 2 " " " " T. P. COCHRANE, Manager.
Hongkong, 18th May 1903. [97]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....1,125,000
PAID-UP.....552,500
RESERVE FUND.....60,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balances. ON FIXED DEPOSITS:—
For 12 months.....4 1/2 %
" 6 ".....3 1/2 %
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SHIPPING.

ARRIVALS.

May 10, AN PHO, British str., 906, J. Kynoch, Saigon 6th May, Rice, -CHINESE.
 May 10, CHOWTAL, German str., 1,115, H. Textor, Bangkok via Hoihow 2nd May, Rice, -BUTTERFIELD & SWIRE.
 May 10, ECLIPSE, British 4-m. bge., 2,993, J. McBryde, New York 10th Dec., Kerosene Oil, -STANDARD OIL CO.
 May 10, HEATHBURN, British str., 2,740, H. R. Kettley, Moji 5th May, Coals, -BRADLEY & CO.
 May 10, MATHILDE, German str., 678, Schalkhau, Tournay 7th May, Coal and General, -JENSEN & CO.
 May 10, TSINTAU, German str., 1,002, C. Koch, Bangkok 3rd May, Rice and General, -MELCHERS & CO.
 May 11, ARTEMISIA, German str., 3,656, E. Grommeyer, Shanghai 8th May, General, -HAMBURG-AMERIKA LINIE.
 May 11, CARL MENZEL, German str., 983, J. Janssen, Chefoo 5th May, Beans, -EAST ASIATIC TRADING CO.
 May 11, CHUYEN, Chinese str., 1,177, Stewart, Shanghai 5th May, General, -CHINESE.
 May 11, FORBOSA, British str., 2,615, B. H. Snow, Yokohama 25th April and Shanghai 8th May, General, -P. & O. S. N. Co.
 May 11, HAILAN, French str., 377, Andersen, Pakhoi and Hoihow 10th May, General and Pigs, -A. R. MARTY.
 May 11, M. STREVE, German str., 966, P. Brandt, Tamsui 8th May, Amoy 9th and Swatow 10th, General, -OSAKA SHOSHEN KAISHA.
 May 11, NIGRETTA, British str., 3,000, Harrison, Moji 4th May, General, -H. J. JEFFRIES.
 May 11, TAKASAGO, British str., 977, W. P. Baker, Bangkok 4th May, Rice, -JARDINE, MATHISON & CO.
 May 11, THEODOR WILLE, German str., 2,983, Krutzfeldt, Hamburg via Singapore, 17th April, General, -HAMBURG-AMERIKA LINIE.

CLEARANCES.

AT THE HONGKONG MARINE OFFICE.
 11th May.
 Bred, Norwegian str., for Saigon.
 Lagomora, German str., for Shanghai.
 Maharaja, British str., for Koba.
 Mathilde, German str., for Swatow.
 Ocampo, British str., for Shanghai.

DEPARTURES.

11th May.
 ALACRITY, British str., for Shanghai.
 ANDER RACHERS, Ger. str., for Bangkok.
 CHANTERHOUSE, British str., for Amoy.
 CRUSADER, British str., for Batavia.
 EMPRESS OF JAPAN, British str., for Vancouver.
 GOOD HOPE, British str., for Sasebo.
 HUE, French str., for Haiphong.
 KWEIYANG, British str., for Shanghai.
 NANYANG, German str., for Chefoo.
 OSCAR II, Norwegian str., for Kutchinotzu.
 PETOHABU, German str., for Bangkok.
 QUANGNAM, French str., for Kwangchowwan.
 REIN, Norwegian str., for Bangkok.
 SHIMOSA, British str., for New York.
 THIBAUT, German str., for Swatow.
 ULYSSES, British str., for Shanghai.

VESSELS IN DOCK.

11th May.
 ABERDEEN DOCKS.—Lonsok.
 KOWLOON DOCKS.—H. I. G. M. S. Mowee, Adamant, Apurade, U.S.S. Monterey, Tang-tien, Hsueung, H.M.S. Jamar.
 COSMOPOLITAN DOCK.—R.M.S. Espiegle.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
 THE Steamship
 "EMPIRE."
 Captain Helms, will be despatched as above to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 7th May, 1904. [1032]

THE Steamship
 "ISCHIA."
 Captain Maganzini, will be despatched as above TO-DAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO., Agents.
 Hongkong, 5th May, 1904. [4]

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "AUSTRALIEN."
 Captain Veron, will be despatched for the above ports on or about MONDAY, the 16th inst.
 For Freight or Passage, apply to
 G. de CHAMPEAUX, Agent.
 Hongkong, 10th May, 1904. [2]

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
 PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 17th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coispeiller, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. de CHAMPEAUX, Agent.
 Hongkong, 6th May, 1904. [2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	To-day, at 5 P.M.
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP	ALCIBIOS	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	24th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	7th June
MARSEILLES &c., via PORTS OF CALL	AGAMEMNON	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst.
BRISBANE, via PORTS OF CALL	POLYNESIE	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst.
HAVRE & HAMBURG	BAYERN	Ger. str.	F. Parnes	MELCHERS & CO.	17th inst., at 1 P.M.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Stern	MELCHERS & CO.	25th inst., at Noon.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	MELCHERS & CO.	To-day.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Stern	MELCHERS & CO.	17th inst.
HAVRE & HAMBURG	SEGOTIA	Ger. str.	Förck	MELCHERS & CO.	31st inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	MELCHERS & CO.	14th June.
TRIESTE, &c., via SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	Rassevich	SANDER, WIELER & CO.	28th June.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Rassevich	SANDER, WIELER & CO.	20th inst., P.M.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.	Rassevich	SANDER, WIELER & CO.	18th inst.
NEW YORK, via SUEZ CANAL	Ras Issa	Brit. str.	Rassevich	SANDER, WIELER & CO.	17th inst.
NEW YORK, via SUEZ CANAL	SATSUMA	Brit. str.	Rassevich	SANDER, WIELER & CO.	26th inst.
VANCOUVER, via SHANGHAI, &c.	TAITAR	Brit. str.	Rassevich	SANDER, WIELER & CO.	About 3rd June.
VICTORIA (B.C.) & TACOMA via JAPAN	CHINA	Brit. str.	Rassevich	SANDER, WIELER & CO.	1st June.
PORTLAND, OREGON	ALCIBIOS	Brit. str.	Rassevich	SANDER, WIELER & CO.	17th inst.
AUSTRALIAN PORTS	ARAGONIA	Brit. str.	Rassevich	SANDER, WIELER & CO.	21st inst.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	Rassevich	SANDER, WIELER & CO.	14th June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	15th inst., D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Rassevich	SANDER, WIELER & CO.	13th inst.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Daily and the Trans-Siberian Railway is discontinued.

The *Sachsen*, with the German mail of the 12th April, left Singapore on Saturday, the 7th inst., at 9 a.m., and may be expected here about Friday, the 13th inst.

The *Korea*, with the American mail of the 12th April, left Yokohama on Thursday, the 6th inst., and may be expected here on or about Friday, the 13th inst.

The *Australasia*, with the French mail of the 12th April, left Singapore on Monday, the 9th inst., at 4 p.m., and may be expected here on or about Monday, the 16th inst. This packet brings replies to letters despatched from Hongkong on the 12th March.

MAILS WILL CLOSE

FOR	PER	DATE.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Empire	Thursday, 12th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Colombo	Empire	Thursday, 12th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Friday, 13th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Saturday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Sunday, 15th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Monday, 16th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Tuesday, 17th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Wednesday, 18th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Thursday, 19th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Friday, 20th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Saturday, 21st, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Sunday, 22nd, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Monday, 23rd, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Tuesday, 24th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Wednesday, 25th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Thursday, 26th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Friday, 27th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Saturday, 28th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Sunday, 29th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Hongkong, Penang and Bombay	Empire	Monday, 30th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		

COMMERCIAL.

CLOSING QUOTATIONS.

11th May.
ON LONDON—
Telegraphic Transfer 1/9 1/2
Bank Bills, on demand 1/9 1/2
Bank Bills, at 30 days sight 1/9 1/2
Bank Bills, at 4 months sight 1/9 1/2
Credits, at 4 months sight 1/9 1/2
Documentary Bills, at 4 months sight 1/9 1/2
ON HAMBURG—
Bank Bills, on demand 2/7
Credits, at 4 months sight 2/7
ON GERMANY—
On demand 1/85
ON NEW YORK—
Bank Bills, on demand 44 1/2
Credits, at 60 days sight 44 1/2
ON BORNEO—
Telegraphic Transfer 1/35
Bank, on demand 1/35 1/2
ON CALCUTTA—
Telegraphic Transfer 1/35
Bank, on demand 1/35 1/2
ON SHANGHAI—
Bank, at sight 7 1/2
Private, 30 days sight 7 1/2
ON YOKOHAMA—On demand 8 1/2
ON MANILA—On demand Nominal
ON SINGAPORE—On demand Nominal
ON BATAVIA—On demand 108 1/2
ON HAIPHONG—On demand 24 p.m.
ON SAIGON—On demand 24 p.m.
ON HONGKONG—On demand 62 1/2
SOVEREIGNS, Bank's Buying Rate \$10.95
GOLD LEAF, 100 fine, per tola \$17.50
BAR SILVER, per oz. 25 1/2

OPIUM.

27th April.
Quotations are:— Allow 1/2 net, to 1 catty.
Malwa New \$1000 to \$1020 per picul
Malwa Old \$1060 to \$1080
Malwa Older \$1120 to \$1140
Malwa V. Old \$1180 to \$1200
Persian fine quality \$890 to —
Persian extra fine \$910 to —
Patusa New \$1345 to — per chest
Batavia Old \$1352 to —
Penasar New \$1345 to —
Batavia Old \$1337 1/2 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *Korea*, from San Francisco, via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 5th inst.

THE FRENCH MAIL.

The M.M. steamer *Australasia* left Singapore on the 9th inst., at 4 p.m., for this port via Saigon.

THE INDIAN MAIL.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The C.N. steamer *Changsha*, from Australian ports, left Port Darwin on the 30th ult., and is expected here on the 12th inst.

The C.C. steamer *Lothian* arrived at Yokohama on the 2nd inst. and left on the 3rd, and should arrive at Hongkong on the 12th inst.

The E. & A. steamer *Eastern*, from Sydney,

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	\$400 buyers
Nail Bank of China	25	\$38, buyers
A. Shares	25	\$38, buyers
B. Shares	25	\$38, buyers
Pound Shares	25	\$38, buyers
Mell's Asbestos E. A.	25	\$38, buyers
Canton-Hongkong Ice	25	\$38, buyers
Campbell, Moore & Co.	25	\$38, buyers
China-Borneo Co., Ltd.	25	\$38, buyers
China Light and	25	\$38, buyers
Lower Co., Ltd.	25	\$38, buyers
China Prov. L. & M.	25	\$38, buyers
China Sugar	25	\$38, buyers
Cigar Companies	25	\$38, buyers
Aikamura, Ltd.	25	\$38, buyers
Philippine Co., Ltd.	25	\$38, buyers
Cotton Mills	25	\$38, buyers
Ewe	25	\$38, buyers
International	25	\$38, buyers
Lau Kung Mow	25	\$38, buyers
Soychong	25	\$38, buyers
Hongkong	25	\$38, buyers
Dairy Farm	25	\$38, buyers
Kenwick & Co., Geo.	25	\$38, buyers
Green Island Cement	25	\$38, buyers
Hongkong & C. Gas	25	\$38, buyers
Hongkong Electric	25	\$38, buyers
H. E. L. Tramways	25	\$38, buyers
Ik. Steam Water	25	\$38, buyers
beat Co., Ltd.	25	\$38, buyers
Hongkong Hotel	25	\$38, buyers
Hongkong Ice	25	\$38, buyers
H. & K. Ward & G.	25	\$38, buyers
Hongkong Rep.	25	\$38, buyers
H. & W. Dock	25	\$38, buyers
Insurance	25	\$38, buyers
Canton	25	\$38, buyers
China Fire	25	\$38, buyers
China Traders	25	\$38, buyers
Hongkong Fire	25	\$38, buyers
North China	25	\$38, buyers
Union	25	\$38, buyers
Yangtze	25	\$38, buyers
Land and Building	25	\$38, buyers
Hongkong Land Inv.	25	\$38, buyers
Humphreys & Co.	25	\$38, buyers
Kowloon Land & B.	25	\$38, buyers
West Point Building	25	\$38, buyers
Shanghai Land	25	\$38, buyers
Luen Sugar	25	\$38, buyers
Mining	25	\$38, buyers
Charbonnages	25	\$38, buyers
Panjoon	25	\$38, buyers
Do. Preference	25	\$38, buyers
Rauis	25	\$38, buyers
New Amoy Dock	25	\$38, buyers
Fewell, Ltd.	25	\$38, buyers
Steamship Co.	25	\$38, buyers
China and Manila	25	\$38, buyers
Do. Steamship	25	\$38, buyers
H. & W. Dock	25	\$38, buyers
Inc. S. N.	25	\$38, buyers
Shanghai and	25	\$38, buyers
Trading Co.	25	\$38, buyers
Do. Preference	25	\$38, buyers
Star Ferry	25	\$38, buyers
S. C. F. & Co., Ltd.	25	\$38, buyers
S. & H. Dyeing & C.	25	\$38, buyers
Co., Ltd.	25	\$38, buyers
Tobacco Planting Co.	25	\$38, buyers
United Asbestos	25	\$38, buyers
Do.	25	\$38, buyers
Watkins, Ltd.	25	\$38, buyers
Watson & Co., A.S.	25	\$38, buyers

HONGKONG TIDE TABLE.

From 12th to the 18th May.

Day	Week	Day	Week	Day	Week	Day	Week
Thurs.	12	Thurs.	12	Thurs.	12	Thurs.	12
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
20 a.m. to 8.00 a.m. Every 10 minutes.
8.30 a.m. to 8.45 a.m. Every 15 minutes.
9.00 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS.
1.45 p.m. & 8.00 p.m. 9.5 to 11.15 p.m., every 1 hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 14th January, 1904. [913]

ON SALE.

MAP OF THE SIKIANG OR WEST RIVER

From Hongkong to Wuchow, showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

TO LET.

ONE SPACIOUS NEW GODOWN, very suitable for Dry Goods. Apply to—**W. LYSAUGHT,** 153, Wanchai Road. [76]

TO LET—FURNISHED.

No. 4, KNUTSFORD TERRACE, Kowloon. Electric Power laid on, Share Tennis Court. Apply to—**Care of Daily Press Office.** Hongkong, 11th May, 1904. [1227]

TO LET.

Shamien, Canton. **ONE or more FURNISHED ROOMS,** in excellent situation. Apply to—**X. X.,** Care of Daily Press Office. Hongkong, 25th February, 1904. [582]

TO LET.

No. 2, CONDUIT ROAD. Possession from 16th May next. Apply to—**AMMET EUMJAHN,** 62, Queen's Road. Hongkong, 28th April, 1904. [1120]

TO LET.

FURNISHED HOUSE, Kowloon, with Tennis Court. **OFFICES, CENTRAL POSITION.** And others to suit various requirements. **S. A. SETH,** Land and Estate Broker. The Dairy Farm Co., Ltd. Hongkong, 28th March, 1904. [73]

"BRAKENKNOWE," No. 35, Conduit Road. Six Rooms and Garden. Possession from 1st May. Apply to—**Care of No. 9, Bellios Terrace.** Hongkong, 15th February, 1904. [519]

TO LET (Immediate Possession).

No. 11, GAGE STREET, Eight Rooms and Godown. Apply to—**C. F. DE CARVALHO,** Care of Hongkong Bank. Hongkong, 4th May, 1904. [1148]

TO LET.

"THE EYRIE" (PRAE).

No. 3, CAMERON VILLAS, Peak. "ALEXANDRA" BUILDINGS. Rooms on the Top Floor. Nos. 15 & 17, MOSQUE JUNCTION. Nos. 11, 13 & 21, BELLIOS TERRACE. WESTWARD HO! Top Floor only. No. 1, BEACONFIELD ARCADE (whole house), facing Parade Ground. Cheap Rental. Apply to—**LINSTEAD & DAVIS.** Hongkong, 10th May, 1904. [397]

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Vaux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904. For Terms, apply to—**A. G. I. S.,** Care of Daily Press Office. Hongkong, 28th April, 1904. [1119]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to—**WING CHEONG,** 35, Queen's Road Central. Hongkong, 3rd November, 1903. [74]

TO LET.

GODOWN, No. 32, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. Nos. 74, CAINE ROAD. Apply to—**COMPRADEOR DEPARTMENT,** Nippon Yansen Kaisha. Hongkong, 5th March, 1904. [430]

TO LET.

No. 1, STEWART TERRACE, the Peak. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.** Hongkong, 28th March, 1904. [865]

TO LET.

No. 1, RIFON TERRACE (in FLATS). No. 4, RIFON TERRACE. No. 17, WONG-NEI-CHONG ROAD facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS, PRAYA EAST. "ROSENEATH," KOWLOON. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.** Hongkong, 6th April, 1904. [75]

TO LET.

No. 11, KNUTSFORD TERRACE. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.** Hongkong, 26th April, 1904. [1097]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. No. 5, SALISBURY AVENUE, and No. 8 AUSTIN AVENUE, with Immediate Possession. Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.** Hongkong, 29th March, 1904. [916]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain E. D. Thomas.
S.S. "POWAN," 2,388 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine.
S.S. "HANKOW," 3,075 tons, Captain B. Branch.
S.S. "KINSHAN," 2,260 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), and 9 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., and at 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table. Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willor.
S.S. "NANNING," 568 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—**HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.** 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) or of **BUTTERFIELD & SWIRE,** Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong: **F. BLACKHEAD & Co.**

TO LET.

No. 9, PEDDER'S HILL, as Annex to the Hotel America, now most elegantly furnished. Rooms with or without board. Monthly Boarders accepted. Hongkong, 20th April, 1904. [1053]

TO LET.

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